U.S. Department of Transportation
Federal Transit Administration

Paul S. Sarbanes Transit in Parks Program (Transit in the Parks Program)

Project Proposal for Fiscal Year 2010 Funds – Implementation Project

BASIC PROJECT INFORMATION	
Project Name (Please provide a 1-2 sentence description of the project): **Tusayan Multimodal Parking Lot in cooperation with the Kaibab National Forest**	
Proposed Funding Recipient: **Grand Canyon National Park**	
Public land unit(s) involved**: Kaibab National Forest and Grand Canyon National Park**	Location of Project City:**Tusayan** County:**Coconino** State: **Arizona** Congressional District: **1**
Federal Land Management Agency managing the above unit(s): ☐ Bureau of Land Management ☐ Bureau of Reclamation ☐ Fish and Wildlife Service ☒ Forest Service ☒ National Park Service ☐ Other (e.g. Federal Trust) Describe:**Cooperative project with Grand Canyon NP and Kaibab National Forest**	Type of Implementation Project: (Planning projects, please use the alternate form) ☐ Bus ☐ Vehicle replacement ☐ Tram/Trolley ☐ Boat/Ferry/Dock ☐ Rail ☐ Non-motorized (e.g., bicycling/pedestrian trail) ☒ Other (e.g., Intermodal facility, ITS) Describe:**Off-site Parking**
☐ Proposal is for a new alternative transportation system where none currently exists. ☒ Proposal is for an expansion or enhancement of an existing alternative transportation system. ☐ Proposal is for rehabilitation of or replacement of vehicles or facilities for an existing alternative transportation system.	
Transit in Parks Program Funding Requested during FY 2010 $703,200	**Total** Project Capital Cost at Completion (All sources) $703,200
Were you awarded Transit in Parks Program funds for this project in the past? ☒ Yes ☐ No If answer "Yes," please provide amount awarded: $495,000 for Shuttle Bus Shelters	
Do you plan to request additional Transit in Parks Program funds in future years? ☒ Yes ☐ No **(Note: If you wish to compete for future Transit in Parks Program fiscal year funding you must reapply).** If answer "Yes," please specify Transit in Parks Program proposed funding levels for out years below:	

FY 2010 $703,200	FY 2011 $500,000	FY 2012 $500,000

FY 2010 Funding Amounts from sources other than Transit in Parks Program funds? ☒ Yes ☐ No
If answer "Yes," please specify funding levels per source below:

State $	Local $	Federal (other than Transit in Parks Program) $1,200,000 (Greenway)	Private sources $

CONTACT PERSON	
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OTHER PROJECT SPONSORS (in addition to funding recipient)
Kaibab National Forest – Tusayan Ranger District

REQUIREMENTS
☐ If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the federal land unit(s) and has the consent of the Federal land management agency or agencies affected. ☒ The project is consistent with the metropolitan and statewide planning process. ☒ The project is consistent with agency plans. ☒ If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

BASIC PROJECT DATA	
Number of Visitors (Annual): **4.5 million (2009)**	Daily Number of Visitors (Peak season): **22,000**
Average Number of Vehicles per Day at Peak Visitation: **6,100**	
Current Road Level of Service at Peak Visitation **Level of Service D to F depending on location** (Please consult guidance where available on determining this variable. You may also use observational accounts or pictures to provide an assessment of this datum for FY 2010 proposals).	
What time of the year does your land unit experience Peak Visitation? ☐ Spring ☒ Summer ☐ Fall ☐ Winter	
Current Carrying Capacity of Existing Roads: **5,000** (vehicles/day)	
Current parking shortages during peak visitation: **Shortfall of more than 100 parking spaces * in Grand Canyon Village area on peak summer days (* anticipated once 250+ spaces are built in the park in 2010).**	
Current Average Number of Persons who use the alternative transportation system (if one already exists) at Peak Visitation: **23,000 boardings per-day during the month of July for the entire South Rim Shuttle Bus System; 102,500 boardings in 2009 for 4 month Tusayan Pilot Route.**	
Current Annual Number of Persons who use the alternative transportation system (if one already exists): **4.9 million boardings in 2009** (anticipated number of riders or users/annually)	
Estimated Annual Number of Persons who will use the alternative transportation system at project completion: **Ridership has been increasing an average of about 100,000 boardings per year for the entire shuttle system. If the project is completed in 2012, we anticipate up to 5.2 million**	

boardings per year in 2012. (anticipated ridership/usage)
Is there an anticipated reduction in auto collisions with large animals with this project? ☐ Yes ☒ No If "Yes," please provide anticipated reduction: collisions/year

BASIC PROJECT DATA (CONTINUED)
Is there an anticipated increase in porous surface with this project? ☐ Yes ☒ No If "Yes," please provide anticipated area of increase: square feet
Is there an anticipated increase in wildlife habitat connectivity? ☐ Yes ☒ No If "Yes," how many acres would be connected by the project? acres
Is there an anticipated increase in air clarity measures (e.g., visitors' visual experience) for the land unit as a result of this project? ☒ Yes ☐ No If "Yes," please explain: **Increased parking outside the Park will result in more shuttle boardings and greenway trail use, which will decrease the number of vehicles in the Park and reduce emissions inside Grand Canyon National Park boundaries.**
Is there an anticipated reduction of visual impact of parking and roads on visitor experience? ☒ Yes ☐ No If "Yes," please explain: **Increased off-site parking will result in greater use of the shuttle bus and greenway trail systems which will reduce traffic and decrease overflow roadside parking near high visitation sites.**
Is there an anticipated reduction of visual or noise impacts of transportation facilities on visitor experience? ☒ Yes ☐ No If yes, please explain: **The parking lot is to be located on top of a small rise west of Hwy 64. To the extent possible, mature ponderosa pine will be retained and the lot will be blended into the landscape, so as to minimize visual and noise impacts. In addition, the noise and visual impact of private vehicles at the Visitor Center—the terminus/origin of the shuttle bus service in the Park—will be reduced, especially on peak visitation days.**

Executive Summary

Please provide an executive summary of your proposal that is no more than one page in length.

The most pressing need of Grand Canyon National Park (GRCA) today is to improve the visitor experience by alleviating traffic congestion and related impacts at the South Rim. In May 2008, the Park completed the South Rim Visitor Transportation Plan and Environmental Assessment (SRVTP). A key element of the plan is extending shuttle bus service to the gateway community of Tusayan, just south of the Grand Canyon National Park boundary. The proposed Tusayan Trailhead and Shuttle Bus Parking Lot project would provide up to 150 parking spaces just south of the park near the town of Tusayan, for shuttle bus and trail users.

The SRVTP recommended that parking be provided near the gateway town of Tusayan for up to 400 vehicles. The parking would be used for visitors wanting to take a shuttle bus from Tusayan into GRCA, and also for users of a new multiuse trail, or *Greenway*, between Tusayan and the park's visitor center. The plan also recommended that up to 900 vehicle

parking spaces be constructed within the park, near the visitor center. Based on visitation forecasts, the combination of parking within the park and adjacent to Tusayan would meet demand through the year 2020, and possibly beyond. Of the 900 vehicle spaces proposed in the park, 600 have been constructed and are currently in use, and another 250 are anticipated to be constructed over the summer of 2010. The current parking construction in the park was funded through FLREA.

The SRVTP proposed placing the parking lot on Kaibab National Forest (USFS) lands, just north of the Tusayan town boundary, and adjacent to the National Geographic Visitors Center / IMAX Theater, where Grand Canyon staff currently sells park passes. Use of the land would be guided through an interagency agreement between NPS and USFS with the NPS providing operations and maintenance of the parking lot.

An initial phase of the SRVTP was to implement a pilot shuttle bus program between Tusayan and the park. The pilot ran for two consecutive summers in 2008 and 2009, with great success, and the Tusayan Route is now a permanent seasonal shuttle bus route for GRCA. GRCA applied for and received a 2009 TRIP grant to build four shuttle bus stop shelters and site amenities in Tusayan, for the new route.

Project Description

What activities would be funded by the requested Transit in Parks Program financial assistance? Please provide a project description that is no more than one page in length. You may attach up to two pages of maps or other illustrations that do not count towards the page limit.

The Kaibab National Forest, in cooperation with the NPS, is completing their planning and compliance for the multiuse trail and for a parking lot that will accommodate up to 150 vehicles. The parking lot will be placed in the same location as proposed in the SRVTP and per the plan, serve users of both the multiuse trail (part of the park's *Greenway* trail system) and the shuttle bus system.

The project includes a 200' access drive, which intersects with a roundabout on the north side of town. The roundabout is part of the Tusayan Street Improvements Project, which is being implemented by the Arizona Department of Transportation and is expected to be complete in the summer of 2011.

The project also includes site amenities, such as a composting vault toilet, an information kiosk and a path between the parking lot and the IMAX Theater. Costs for final design, construction of all project components, and construction management are all included in the funding request.

The new 5 mile Greenway trail (a separate project) will connect the proposed parking lot to the Grand Canyon Visitor Center, and is also expected to be completed in 2011.

Presently, shuttle bus users originating in Tusayan are predominantly guests of Tusayan Hotels; many leave their vehicles parked at the hotels to take the shuttle bus system. The addition of a new lot will provide parking for day visitors who are driving to the park from remote locations and will also provide trailhead parking for users of the Greenway trail system. Through use of the new Highway Advisory Radio system and Portable Dynamic Messaging Sign, the NPS can notify approaching visitors of available parking for shuttle bus and trail parking, and can further reduce the number of vehicles entering the park.

If, at a future time, it's determined that more than 150 parking spaces are needed, the site and design will accommodate expansion to the north and west. The intent is to build only what's needed in the near future.

Transit in Parks Program Implementation Evaluation Criteria

(There are separate evaluation factors for planning projects. Use the planning project proposal template for planning projects.)

Criteria	Points	Weight
1. Demonstration of Need		25%
a. Visitor mobility & experience	(1-5)	
b. Environmental condition as result of existing transportation system	(1-5)	
2. Visitor Mobility & Experience Benefits of Project		25%
a. Reduced traffic congestion	(1-5)	
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Visitor education, recreation, and health benefits	(1-5)	
3. Environmental Benefits of Project		25%
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	
b. Reduced pollution (air, noise, visual)	(1-5)	
4. Operational Efficiency and Financial Sustainability		25%
a. Effectiveness in meeting management goals	(1-5)	
b. Feasibility of proposed budget	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnering, funding from other sources	(1-5)	

Your responses to these questions must total no more than eight pages.

Implementation Evaluation Factors:

1. Demonstration of Need

a. Visitor mobility and experience: Describe the site's current and/or anticipated transportation problem or opportunity for improvement. Please cite documentation in agency plans and other reports to support your description. You should include information on issues such as traffic congestion, traffic delays, parking shortages, difficulty in accessing destinations, safety issues related to traffic, lack of access for persons with disabilities, lower incomes, or without cars, and visitor frustration.

As cited in the South Rim Visitor Transportation Plan and Environmental Assessment, the average number of vehicles on the South Rim road system at peak visitation is 6,100. This volume exceeds the current carrying capacity of existing roadways by 1,100 vehicles. Parking spaces in high visitation areas at the South Rim fill up quickly during peak visitation periods.

The roadway system is very confusing within the park, which, when combined with parking congestion leads to a poor and frustrating experience for many driving visitors.

There is no adequate parking near Tusayan for day use visitors who may like to use the shuttle bus system, or the greenway to access the Grand Canyon.

Objectives (or opportunities) cited in the SRVTP that are applicable to this project include:

- **Improve private vehicle parking as needed to meet current and future visitor demand.**
- **Reduce overall vehicle traffic through Grand Canyon Village in 2020 by 15%–25% during peak periods.**
- **Provide a variety of means to travel to the Canyon View Visitor Center to afford all visitors the opportunity to receive park information and orientation soon after their arrival.**
- **Protect and enhance sensitive park resources through implementation of transportation facility improvements.**
- **Provide support facilities as needed to operate and manage the transportation system**
- **Improve shuttle bus service throughout the South Rim.**
- **Work with gateway communities to achieve mutual transportation goals.**

b. Environmental condition as a result of the existing transportation system: Describe the site's current or anticipated problem or opportunity for improvement of the environment in this area. Please cite documentation in agency plans and other reports to support your description. You should include information on current or anticipated problems such as air pollution, noise pollution, run-off, water quality, harm to vegetation and wildlife, and other impacts or stressors on natural, cultural and/or historic resources caused by the existing transportation system.

The South Rim Visitor Transportation Plan / Environmental Assessment (2008) found that vehicles parked along roadsides, due to lack of parking in high visitation areas, contribute to vegetation loss, wildlife habitat loss and the introduction of nonnative plant species. Personal vehicles in the park decrease air quality through increased emissions and result in noise pollution near the canyon rim.

Providing additional parking outside of the park will reduce the overall traffic in the park, and therefore reduce the environmental degradation associated with vehicles. It also enables multimodal options to personal vehicles (trail and shuttle bus use).

2. Visitor Mobility and Experience Benefits

a. Reduced traffic congestion: Describe *how* this project will mitigate the impact of traffic congestion or enhance current visitor travel conditions. In order to respond to this question, please include (where applicable) a description of how this project will:

- Reduce the average number of daily motorized vehicle trips during peak visitation with project implementation. (This is estimated based on anticipated alternative transportation system usage at completion and the typical number of passengers per vehicle); *and*
- Decrease or mitigate time lost to traffic delays.

In summer 2009, the Pilot Shuttle Bus program reduced the number of vehicles entering the park by a total of 17,000 (this assumes that each visitor boards the system twice and there is an average of 2.9 passengers per vehicle). That equates to an average reduction of 150 daily trips or 215 trips on peak days. It's anticipated that if a parking lot is implemented to support the Tusayan Shuttle Bus route, a reduction of 300 or more daily trips could be realized. Although the park is presently adding some additional parking spaces at the visitor center, eliminating

up to 300 vehicles from the park per day may prolong or even eliminate the need to build future parking.

Visitors using the shuttle system will park in Tusayan and board the shuttle bus at one of four locations in town. The express service uses a dedicated lane that bypasses the South Entrance Station, and terminates at the Visitor Center, saving time for riders as well as reducing waiting times at the South Entrance Station for other visitors.

Visitors who park and use the Greenway to access the park will further reduce traffic at the entrance station.

b. Enhanced visitor mobility, accessibility, and safety: Describe *how* the implementation of this project will improve or maintain visitor mobility, access and safety. In order to respond to this question, please include (where applicable) a description of:

- Benefits that the project would have in easing visitor travel to destinations and decreasing visitor inconvenience;
- Improved access for persons with disabilities;
- Improved access for individuals with lower incomes or without cars;
- Anticipated impacts on vehicle accident rates or property loss;
- Anticipated impacts on visitor safety in cases of catastrophic events, such as forest fires; *and*
- The number of visitors per year that will benefit.

Providing adequate parking accommodations for visitors using the Tusayan Shuttle Bus Route will enable many visitors to access the park with only a short walk from their vehicle. The Tusayan Route enables visitors to travel non-stop from Tusayan to the park's visitor center, which is also the primary transit hub for the other 3 shuttle bus routes on the South Rim. This enables the visitor to see the Grand Canyon without the inconvenience of having to navigate the park's somewhat confusing roadway system and or having to look for a parking space.

The proposed parking lot is also at the trailhead of the 5-mile greenway trail that will go from Tusayan to the park's visitor center. Once at the visitor center, visitors can also access 12 miles of rim trail that connects key overlooks and visitor services.

All shuttle buses are accessible and visitors who use the shuttle bus system or the greenway will save money on gasoline. Over 100,000 visitors per year stand to benefit from the addition of this parking lot; however, up to 4.5 million annual visitors stand to benefit indirectly form reductions in traffic at the South Rim.

c. Visitor education, recreation and health benefits: Describe *how* the project will enhance or maintain visitor experience related to educational benefits, recreational benefits, public health benefits, and social benefits. How many visitors per year will experience these benefits?

A small kiosk at the parking lot will provide information about how to use the transit system in combination with the Greenway trail system. The parking lot facilitates a variety of recreational opportunities; the Greenway will be constructed to accommodate hikers, bicyclists and an adjacent equestrian path. Once in the park, the Greenway and Rim Trail intersect with over a dozen shuttle bus stops, enabling visitors to customize recreational experiences. The shuttle buses also have bike racks that accommodate up to 3 bikes each, further enabling a variety of

recreational experiences. Having options to hike or bike for short or long distances, with the assistance of free shuttle bus use, provides opportunities for exercise, which is a public health benefit.

Since the Tusayan Shuttle Route and the Greenway trail takes passengers directly to the park's visitor center, passengers / trail users will have a greater opportunity to learn about the parks resources, recreational opportunities, and the park's commitment to sustainable practices including alternative transportation.

Shuttle bus drivers are trained annually by NPS interpretive staff and provide information to passengers en route to their destinations. Riding on transit also provides a 'captive' audience for both social and educational opportunities.

Over 100,000 visitors per year stand to benefit from the addition of this parking lot.

3. Environmental Benefits

a. Protection of natural, cultural, and historic resources: Describe *how* this project will improve or maintain the protection of natural, cultural, historic, and/or scenic resources. Please provide as much information as possible about *anticipated outcomes of the project*, such as:

- Ensuring that visitation does not exceed an area's ability to handle increased levels of visitation or the "carrying capacity" of the land unit;
- Maintaining ecosystem function, ecosystem restoration, disturbed land restoration, or re-vegetation efforts;
- Improving habitat connectivity;
- Preserving an archeological resources, historical resources, viewshed or watershed; *and*
- Reducing auto-large animal collision rates or other protection benefits where applicable.

Grand Canyon National Park receives 4.5 million visitors every year. There are 22,000 visitors daily during the peak season in summer. The average number of vehicles per day at peak visitation is 6,100. The current carrying capacity of existing roads is 5,000 vehicles per day. In 2009, the Tusayan Pilot Shuttle Bus Program resulted in 102,000 boardings, for an average of 850 riders per day. Assuming each passenger boarded twice, this would result in 425 passengers, average, per day. Average numbers of visitors per car is 2.9; approximately 150 daily (215 daily during peak) vehicle trips were saved through the pilot system. Transit vehicle capacity can handle more than double the number of visitors that used the system in 2009, based on the current schedule and frequency of service (bus vehicle capacity is 40 passengers and average passengers *per hour* during the summer of 2009 was 21 passengers). This could result in a decrease of up to 300 vehicle trips to the South Rim per day. Per the "Report to Congress on Transit Alternatives" (2004), visitor carrying capacity is not a problem at the South Rim, it's the vehicles that are the problem.

The Environmental Assessment for the South Rim Visitor Transportation Plan (2008) includes environmental impact analysis for this project. The plan proposes that infrastructure be constructed in phases, with monitoring and evaluation prior to the implementation of future phases. Using this adaptive management approach, if enough visitors utilize the Tusayan Shuttle and/or the Greenway trail, future parking proposed inside of the park may never have to be built. This

approach will ensure that only infrastructure that is needed will be built, and only when no other options exist. Fewer vehicles entering the park will result in decreased emissions emitted, and a reduction of parking along roadsides.

The location for the proposed parking lot was selected to result in the least disturbance of vegetation and to avoid known archeological sites. Its location is set back from the roadway (Hwy 64), and with existing vegetation retained between the roadway and the parking lot, visual impacts will be minor.

b. Reduced pollution: Describe *how* this project would reduce and/or prevent pollution – including air pollution, water pollution, noise pollution, and visual pollution. In order to respond to this question, please include (where applicable):

- Estimated reduction in *average vehicle miles traveled at peak visitation* (a measure that is an estimate of a reduction in pollutant emissions as a result of the proposed project); and
- Estimated number of riders *switching from auto to transit or to non-motorized transportation (including bike, pedestrian, and/or waterborne craft)* as a result of the project (a measure of estimated reduction in fuel consumption for site patrons and improved energy efficiency aspects of transportation, including non-motorized transportation).

The South Rim Visitor Transportation Plan / EA included the following findings for all of the action alternatives: *None of the action alternatives would increase the number of vehicles in the park or the vehicle miles traveled to an appreciable extent. The action alternatives would redistribute vehicles and vehicle miles traveled, and related air quality impacts, within the project area. However, localized changes in pollutant concentrations could occur in areas such as Tusayan, the South Entrance Station, Canyon View Information Plaza (*visitor center*), or Grand Canyon Village as a result of this redistribution. These effects to air quality would be below or at the lower levels of detection and localized.*

Over 100,000 annual riders could potentially switch from auto to transit or non-motorized transportation.

4. Operational Efficiency and Financial Sustainability

a. Operational Efficiency: Describe how the proposed project is the most effective solution for meeting identified management goals and objectives for this site. Please cite documentation in agency plans and other reports to support your description.

A management objective in the Grand Canyon National Park General Management Plan (1995) is to "Provide a safe, efficient, and environmentally sensitive transportation system for visitors, employees and residents….Emphasize nonmotorized modes of transportation whenever feasible."

Constructing a new parking lot to serve multimodal uses will help to meet the objectives of the General Management Plan.

b. Feasibility of Proposed Budget: Fill in the budget template below *or* attach a project budget that *at a minimum contains the items in the budget template* and extends at least 5 years. Include a narrative to elaborate on the financial plan. **TRIP funding of $703,200**

shown below will be requested in FY2010, however, it is assumed that these funds would not be available until FY2011. Therefore these figures show as revenue and expenditure in the FY2011 column, below. Funding, if received, will be expended on design and construction. Other federal funds of $1,200,000 are for the Greenway trail.

	FY 2010	FY 2010	FY 2011	FY 2012
Revenue				
Transit in Parks Program funding (requested)			**$703,200**	
Funds from public land budget				
Other federal funds		**$ 1,200,000**		
State funding				
Local funding				
Passenger Fares and/or transportation fees				
All other dedicated sources of funding				
Total Revenue		**$1,200,000**	**$703,200**	
Capital Costs				
Purchase of rolling stock (vehicles)				
Lease of rolling stock (vehicles)				
Construction (e.g., bus shelters, sidewalks, trails, etc.)		**$1,200,000**	**$703,200**	
Rehabilitation				
Other: _____				
Total Capital Costs		**$1,200,000**	**$703,200**	
Operating Costs				
Salaries				
Routine Maintenance			**$15,000**	**$15,000**
Insurance				
Fuel				
Contracted services				
Other: _____				
Total Operating Costs			**$15,000**	**$15,000**

Proposed budget narrative: In this narrative, include details such as size and number of vehicles, fuel type, terms of lease, description of facilities to be constructed, types of ITS, etc. The narrative should also describe the maintenance plan, include information on how the project will impact total operating and maintenance costs and schedule at the site, as well as information on the project's impact on the unit's ability to maintain other assets. Finally, for vehicle replacement projects, please list the age, mileage, and vehicle type of each vehicle that you are requesting funding to replace.

The addition of the parking lot is to support an existing shuttle bus transit system and a new Greenway trail. Facilities to be constructed include an asphalt paved lot for up to 150 vehicles, a small kiosk, and vault toilet. Grand Canyon maintenance staff will provide general maintenance for this facility which will include cleaning of the restroom and pumping of the vault toilet and occasional sweeping of the parking lot. Cyclic maintenance would include striping every 5 years and chip seal on the asphalt access drive every 10 years. Striping and chip seal over the life of the project would cost between $40,000 and $50,000. Since this is intended primarily for seasonal activity, the parking lot would not require snow plowing, and the vault toilet would be closed during winter months. Costs over the life of the project would not contribute appreciably to the park's overall maintenance budget.

c. **Cost Effectiveness:** Fill in all information for items 1-4 below in order to calculate the cost per person using the alternative transportation system. FTA will calculate annualized cost per passenger trip and annual fare box recovery – common transit cost effectiveness measures – based on the information that you provide. ***You must provide all information in order to fulfill these required criteria.***

1. Annual cost for vehicle operations and maintenance (including salaries, fuel, maintenance, administrative expenses related to system, and all other operating costs): **No new/replacement vehicles are being proposed as part of this project. Annual routine maintenance (by NPS) for the parking lot and vault toilet will be $15,000; $287,000 for shuttle bus vehicle operations and maintenance on the Tusayan Route.**
2. Average annual number of riders: **Up to 200,000 boardings per year – for the Tusayan Route only.**
3. Transportation fee or fares recovered (average): **$330,000/year**
4. Useful life of transportation assets: **20 years**

Annual cost per passenger trip: This will be automatically calculated by FTA.

Annual fare box recovery This will be automatically calculated by FTA. %

d. **Partnering, funding from other sources:** Describe any partnerships the project has with federal, state, tribal and local government agencies, gateway communities and the private sector. Please cite agreements or documentation (*including letters of dedicated financial support or confirmation of financial or in-kind contribution*) that show a high level of coordination and partnering activities. If applicable, describe any economic, mobility, or other benefits to the gateway community.

The park is partnering with the Kaibab National Forest (KNF) for this project. The KNF is doing the planning and environmental compliance for this project and is providing the land for this use through an interagency agreement.

$1,200,000 in FLREA and Grand Canyon Association / Donation funds are available for constructing the Greenway trail between Tusayan and the GRCA Visitor Center.

Throughout these processes, the NPS has consulted with Tusayan business owners, the mayor and chamber of commerce. All are in support of the Tusayan Shuttle Bus Route, and since its recent incorporation, the Town of Tusayan has set

up a special landscape district, which maintains the shuttle bus stops in Tusayan. Many businesses also sell park entrance passes, which are required for boarding the shuttle buses. The new parking lot will help to bring more business to the town of Tusayan and will ensure that valuable business parking is not consumed for shuttle bus / trail use.